





## Entertainments.

## THEATRE ROYAL.

## CITY HALL.

## THE HONGKONG AMATEUR

## DRAMATIC CLUB

## WILL GIVE

## A THIRD PERFORMANCE

## OF

## 'TRIAL BY JURY'

## AND

## 'Creatures of Impulse,'

## ON

## SATURDAY, 22nd February,

## Commencing at 9.30 p.m. precisely.

## TICKETS can be obtained at the THEATRE ROYAL, on and after Saturday, the 15th

## February, at 9.30 a.m.

## Boxing Office open from 9.30 a.m. to 4 p.m. Except on Race Days, when it closes

## at Noon.

## PRICES \$3.00, \$2.00 and \$1.00.

## The Public are Reminded that NO

## CHITS WILL BE TAKEN at the Booking

## Office.

## LATE THURS 15 Minutes after Perform-

## ance.

## Hongkong, February 11, 1896. 330

## Notices of Firms.

## NOTICE.

## I HAVE This Day Established myself

## as SHIP AND GENERAL BROKER.

## O. P. KARBURG.

## Hongkong, February 1, 1896. 250

## SOUTH BRITISH FIRE AND MARINE

## INSURANCE COMPANY.

## MESSRS. ARNOLD, KARBURG &amp; CO.

## have This Day been appointed

## SUB-AGENTS of the above Company.

## 1st January, 1896.

## S. DAVID &amp; Co.,

## Agents, Hongkong.

## WITH Reference to the above we are

## prepared to ACCEPT FIRE AND

## MARINE RISKS at Current Rates.

## ARNOLD, KARBURG &amp; Co.,

## Sub-Agents.

## To Let.

## TO LET—FURNISHED.

## NO. 3, MOSQUE TERRACE. Com-

## plete view of the Harbour.

## Apply to

## 'G. A. W.'

## care of China Mail Office.

## Hongkong, January 15, 1896. 115

## To Let.

## 1ST FLOOR of No. 12, QUEEN'S ROAD

## CENTRAL, suitable for OFFICES or

## DWELLING ROOMS.

## No. 2, DUBBEL STREET, suitable for

## OFFICES or DWELLING ROOMS.

## Apply to

## LINDSEY &amp; DAVIS.

## Hongkong, November 30, 1895. 2223

## To Let.

## NO. 3, WEST VILLAS.

## Apply to

## G. C. ANDERSON.

## Hongkong, December 4, 1895. 2264

## To Let.

## LARKSPUR, UPPER RICHMOND ROAD.

## Seven Rooms and Tennis Lawn.

## Apply to

## Mr. L. SIMON.

## Banque de l'Indo-Chine.

## Hongkong, November 6, 1895. 2060

## To Let.

## DWELLING HOUSES—

## HOUSES in IPSON TERRACE

## No. 9, ALFORD TERRACE

## No. 17, LINDSEY TERRACE

## No. 6 VICTORIA VIEW, Kow-

## loon.

## Apply to

## THE HONGKONG LAND INVEST-

## MENT &amp; AGENCY CO., LTD.

## Hongkong, February 3, 1896. 283

## To Let.

## 5-ROOMED BUNGALOW 'RHEDA,'

## BONHAM ROAD.

## Apply to

## CHINA MERCHANTS' S. N. CO.,

## No. 22, Praya West.

## Hongkong, January 25, 1896. 201

## To-day's Advertisements.

## THE CHINA MUTUAL STEAM

## NAVIGATION COMPANY, LIMITED.

## NOTICE TO CONSIGNEES.

## FROM GLASGOW, LIVERPOOL,

## NEWPORT, PENANG &amp; SINGAPORE.

THE Company's Steamship *Colony*,

## having arrived from the above

## Ports, Consignees of Cargo are hereby in-

## formed that their Goods are being landed

## at the side of the Godown at the HONG-

## KONG &amp; KOWLOON WHARF &amp; GODOWN CO.,

## Kowloon, whence delivery may be obtained.

## No Claims will be admitted after the

## Goods have left the Godowns, and all

## Claims must be sent in to the Office of the

## Underwriter before 10 p.m. on the 24th

## Instant, or they will not be recognized.

## All broken, damaged, and damaged Goods

## are to be left in the Godowns, where they

## will be examined on the 21st Instant, at 3

## o'clock p.m.

## No Fire Insurance has been effected, and

## any Goods remaining in the Godowns after

## the 19th Instant will be subject to risk.

## Optional Cargo will be forwarded under

## notice to the contrary be given before

## Noon To-morrow.

## Bills of Lading will be counter-signed by

## HOLLIDAY, WISE &amp; Co.,

## Agents.

## Hongkong, February 14, 1896. 383

## To-day's Advertisements.

## CITY HALL.

## Under the Distinguished Patronage and in

## the Presence of

## His EXCELLENCY VICE-ADMIRAL

## BULLER, C.B.

## Popular Ballad Concert,

## In Aid of

## THE 'EDGAR' RELIEF FUND,

## BY

## SIGNORINA BELINFANTE,

## TO-MORROW EVENING,

## 11th February, at 9.15 p.m.

## PROGRAMME.

## PART I.

## 1. Song.—'Thy Sentinel am I,' Watson.

## Mr. W. E. Crow.

## 2. Song.—'Daddy,' A. H. Behrend.

## SIGNORINA BELINFANTE.

## 3. Instrumental Solo.—'The Swan,'

## SIGNORINA BELINFANTE.

## 4. Song.—'The Death of Nelson,' Brahms.

## Dr. Meadows.

## 5. Piano Solo.—'Albion,' Benedetti.

## (Fantasia on English Airs).

## Mr. L. DANENBERG.

## 6. Song.—'Harvesting in the Bay,' Meloy.

## SIGNORINA BELINFANTE.

## PART II.

## 1. Song.—'The Sailor's Grave,' Sullivan.

## Dr. Meadows.

## 2. Song.—'Elaine, the Lily Maid of Olden'

## Aldrich, by (Tennyson) (Faint).

## SIGNORINA BELINFANTE.

## 3. Piano Solo.—'Moonlight Sonata,' Beethoven.

## Mr. L. DANENBERG.

## 4. Song.—'Mad Tom,' Purcell.

## Dr. Meadows.

## 5. Instrumental Solo.—'The Swan,'

## SIGNORINA BELINFANTE.

## 6. Song.—'The Valley by the Sea,' Adams.

## SIGNORINA BELINFANTE.

## TICKETS—\$2 (Reserved) and \$1—may

## be obtained from Messrs. KELLY &amp; WALSH,

## LTD.

## Hongkong, February 14, 1896. 355

## IN THE SUPREME COURT OF

## HONGKONG.

## PROBATE JURISDICTION.

## In the Matter of the Estate of JOHN

## HADDOW MACDONALD,

## late of Somerside, Belmont Avenue,

## Kew, in the Colony of Victoria,

## Gentleman, Deceased.

## NOTICE is hereby given that in accordance

## with the Provisions of Ordinance

## No. 9 of 1870, Section 3, an Order has

## been made by The Honourable WILLIAM

## MEHUR GOODMAN, Acting Chief Justice of

## Hongkong, limiting the time for Creditors

## to send in their CLAIMS against the above

## Estate to the 12th day of MARCH 1896,

## and that all such CLAIMS are to be sent

## in to the Underwriter, on or before that

## date, or Notice will not be taken of them.

## All Persons INDEBTED to the said

## Estate are requested to make IMMEDIATE

## PAYMENT to the Underwriter.

## Dated at Hongkong, the 14th day of

## February, 1896.

## JOHNSON, STOKES &amp; MASTER,

## Solicitors for the Administrator.

## HONGKONG.

## NOTICE.

## THE Undersigned have been appointed

## SOLE AGENTS in Hongkong and

## China for Messrs. RUDOLF DASSERER &amp;

## CO. and MANAGERS of Messrs. RUDOLF

## DASSERER &amp; CO.'S PATENT FACTORY, at

## Kennedy Town, Hongkong.

## LAUTS, WEGENER &amp; Co.

## Hongkong, February, 1896. 359

## DOUGLAS STEAMSHIP COMPANY,

## LIMITED.

## FOR SWATOW.

## The Co.'s Steamship

*Colony*, Capt. Hertz, will be

## despatched for the above

## Port TO-MORROW, the 15th Instant, at

## Daylight.

## For Freight or Passage, apply to

## DOUGLAS LARPAK &amp; Co.,

## General Managers.

## Hongkong, February 14, 1896. 356

## OCEAN STEAMSHIP COMPANY.

## FOR SHANGHAI.

## (Taking Cargo &amp; Passengers at through rates

## for NINGPO, CHEFOO, HANKOW

## and Ports on the YANGTZE).

## The Co.'s Steamship

*Norfolk*, Capt. W. WADSWORTH, will be

## despatched as above

## TO-MORROW, the 17th Instant, at 5 p.m.,

## instead of as previously advertised.

## This Steamer has superior Accommoda-

## tion for First-class Passengers.

## For Freight or Passage, apply to

## JARDINE, MATHESON &amp; Co.,

## General Managers.

## Hongkong, February 14, 1896. 345

## CHINA NAVIGATION COMPANY,

## LIMITED.

## FOR PORT DARWIN, QUEENSLAND

## PORTS, SYDNEY &amp; MELBOURNE.

## The Co.'s Steamship

*Taiwan*, Capt. R. N. WATSON, will be

## despatched as above

## ON WEDNESDAY, the 19th Inst., at 3 p.m.

## The attention of Passengers is directed

## to the Superior Accommodation offered

## by this Steamer. First-class Saloon

## is situated forward of the Engines.

## A Refrigerating Chamber ensures the

## supply of Fresh Provisions during the

## entire voyage. A fully-qualified Surgeon

## is carried, and the vessel is fitted through-

## out with Electric Light.

## For Freight or Passage, apply to

## BUTTERFIELD &amp; SWIRE,

## Agents.

## Hongkong, February 14, 1896. 390

## Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Loading.
Amoy and Tamsui.	<i>Formosa</i> (s).	Douglas Larpak & Co.	Feb. 15, at noon.
Australian Ports.	<i>Taiyuan</i> (s).	Butterfield & Swire.	Feb. 19, at 3 p.m.
Bombay & Port of Calcutta.	<i>Prinz Heinrich</i> (s).	Norddeutscher Lloyd.	March 3, at 9 a.m.
London, v. Suez Canal.	<i>Diomed</i> (s).	Butterfield & Swire.	March 2.
London, v. Suez Canal.	<i>Ningchow</i> (s).	Holliday, Wise & Co.	About Feb. 17.
London and Hamburg.	<i>Norika</i> (s).	Arnold, KARBURG & Co.	About Feb. 24.
London.	<i>Borneo</i> (s).	P. & O. S. N. Co.	About March 6.
Manila.	<i>Yuen-sang</i> (s).	Shewan & Co.	Feb. 17, at 5 p.m.
Morilles, v. Saigon.	<i>Caladonia</i> (s).	Messageries Maritimes.	Feb. 19, at 10 a.m.
New York, v. Suez Canal.	<i>Port Adelaide</i> (s).	Doddwell, Carhill & Co.	About Feb. 28.
S. Francisco, v. Japan.	<i>Peru</i> (s).	Pacific Mail S. S. Co.	Feb. 22, at noon.
S. Francisco, v. Japan.	<i>Ophio</i> (s).	P. & O. S. N. Co.	March 3, at noon.
San Francisco.	<i>Brookfield</i> (s).	Shewan & Co.	Quick despatch.
Shanghai.	<i>Nestor</i> (s).	Butterfield & Swire.	Feb. 15, daylight.
Shanghai and Chioche.	<i>Rosetta</i> (s).	P. & O. S. N. Co.	About Feb. 24.
Singapore.	<i>Doctores Rickmers</i> (s).	Arnold, KARBURG & Co.	March.
Singapore.	<i>Doctores Rickmers</i> (s).	Stamson & Co.	About March 3.
Singapore.	<i>Doctores Rickmers</i> (s).	D. Kessum, Son & Co.	Feb. 19, at 3 p.m.
Singapore.	<i>Doctores Rickmers</i> (s).	P. & O. S. N. Co.	Feb. 19, at noon.
Singapore.	<i>Doctores Rickmers</i> (s).	Douglas Larpak & Co.	Feb. 15, daylight.
Singapore.	<i>Doctores Rickmers</i> (s).	Nor. P. S. & R. Co.	March 10, at noon.
Singapore.	<i>Doctores Rickmers</i> (s).	Butterfield & Swire.	February 17.
Singapore.	<i>Doctores Rickmers</i> (s).	Butterfield & Swire.	February 24.
Singapore.	<i>Doctores Rickmers</i> (s).	Canadian P. M. R. Co.	Feb. 13, at noon.
Singapore.	<i>Doctores Rickmers</i> (s).	Butterfield & Swire.	February 22.

## To-day's Advertisements.

## DOUGLAS STEAMSHIP COMPANY,

## LIMITED.

## FOR AMOY AND TAMSUI.

## The Co.'s Steamship

*Formosa*, Capt. Hertz, will be

## despatched for the above

## Port TO-MORROW, the 15th Instant, at

## Noon, and not as previously notified.

## For Freight or Passage, apply to

## DOUGLAS LARPAK &amp; Co.,

## General Managers.

## Hongkong, February 14, 1896. 358

## Not Responsible for Debts.

## Neither the Captain, the Agents, nor



The total death-rate of the week ending February 1 was 28.5 per thousand, as compared with 27.8 in the previous week, and 20.6 in the corresponding week last year. For the week ended February 8, the death rate was 31 per thousand, as against 18.2 in the corresponding week last year.

A most enjoyable dance was given on Wednesday evening by the employees of the Tai-koo Sugar Refinery. Dancing commenced at nine o'clock, and was kept up till well into the small hours to admirable music rendered by piano and violin. Saper Tarr presided at the piano. Songs were contributed by Messrs J. Shelton, Budge, Kirkpatrick, Hamilton, Currie, and O. T. Robinson. Mr. O. T. Robinson was exceedingly funny in his rendering of the comic songs. "All through a little piece of bacon," for which he was awarded, and gave as an encore, "That Gorgonzola Cheese." An excellent feature of the programme was an earnest solo by Mr. Budge, "The Lost Chord," and to an enthusiastic encore he responded with "The Song that reached my heart." Mr. Tyndale-Lee, accompanied the singers in his usual tasteful and masterly style.

We learn from home papers that Captain J. M. Quibb is in command of the *Charybdis*, one of the vessels in the Flying Squadron. Commander A. H. D. Ravenshill commands the *Lightning*, one of the "destroyers." Rear-Admiral Alfred T. Dale, the Commander in Chief of the Flying Squadron, entered the service as a naval cadet in 1854. As a midshipman he served at the capture of the Peking forts in 1858 on the staff of the Commander in Chief, and for the Chinese war of that year he has the medal with a clasp for Taku. From 1860 to 1862 he was private secretary to Lord George Hamilton, the First Lord of the Admiralty, and in the following year he commanded the *D* Fleet on the Blue side under Admiral Fitz-Roy in the Naval Manoeuvres. He was recently second in command of the Channel Squadron, and in an *A.D.C.* to the Queen. He attained flag rank four years ago. Capt. Augustus Macdonald, in command of the *Empress of India*, first-class battleship, was ordered to leave Chatham on Jan. 14 to join the Channel Squadron. Capt. Edmund S. Poir is in command of the *Blenheim*.

VESSELS IN THE DOCKS.—At Kowloon—*Kong Beng*, *Chowin*, *Nanua*, *Colombus*.  
—*Comopolis*—On Sang.  
—*Aberdeen*—(none.)

The fine North-German Lloyd steamer *Sachsen*, with Colonel and Mrs. Mulloy and family, Master Malcolm Robinson (son of H.E. Sir William Robinson), Capt. Stewart, R.E., and many other Hongkong friends arrived at Southampton yesterday afternoon, the 13th inst., at 2 o'clock. This vessel, which left Hongkong on the 7th January, having reached Singapore on the evening of the 11th January, and Colombo on the night of the 17th January. When nearing Colombo, it is reported that a Chinese steamer jumped overboard. The gallant commander, Capt. H. Supper, at once stopped the ship, and after a search of more than two hours the man was picked up. The captain is to be congratulated on his humanity, and the *Heathen Chinese* on the fact that there were no sharks on the look-out for him. It may also be of interest to our readers to know that the *Prinz Heinrich*, which arrived on the 11th inst., made the passage from Singapore to Hongkong in 4 days 10 hours. The other mail lines will have to look to their laurels if they are to compete with the German line.

The *Amoy* correspondent of a native paper says that the new forts at Hakow, the construction of which was begun last year, are now nearly completed. A German military officer, who passed through the place, expressed the opinion that the forts were complete and far stronger than either Wei-hai-wei or Port Arthur. But he also remarked that the guns, chiefly Krupp of large calibre, were so dirty as to be almost unworkable, and he recommended that they should be cleaned immediately and kept carefully oiled in future.

Brits another evidence of China's progress and the enlightenment of the great Chung King. All the foreigners on the former German Government steamers *Cass* and *Smith* have been discharged—thrown on the beach at short notice. The commander of one of the steamers has been engaged as Captain and the chief fireman has been promoted to the post of chief engineer of the other. The commander is now sailing about for some at London to accept the working post of chief mate.

One of the many strange features of the recent war between China and Japan is that it appears, says the *Times*, to have had no injurious effect on the foreign trade of either country. On the contrary, the volume of the trade of each during 1894 increased considerably, quite independently of the increase which one would naturally expect in the purchase of material to carry on the war on each side. Mr. Longford, writing from Japan, gives the total foreign trade of that country in 1894 at \$24,482,664, of which the imports amounted to \$12,681,223 and the exports to \$11,801,441, being an increase of \$1,039,077 in imports and \$268,629 in exports over the previous year. Similarly, Mr. Beauclerk, writing from Peking, speaks of the year as a satisfactory and prosperous one for the foreign trade of China. Both imports and exports show an increase, and the Customs revenue was increased in every division of trade, with the single exception of Indian opium.

Mrs. Fred. Vickers, who was formerly headmaster of the M. L. College in Singapore, has been reported in Singapore, been appointed President of Malay in the Imperial Institute.

RECREATION NOTES.

As I have not seen any detailed reports of the semi-final tie between Kowloon F. C. and B Company, L.B., I propose to give you a record on the subject, supplied to me by an impartial spectator.

The first half was well contested, and Kowloon had the best of it, but their forwards were not in their usual form. The backs and half-backs did all that was required of them, and kept the goal safe. The first goal for Kowloon was scored by McFarland from a beautiful header, out of the reach of the goalkeeper; Simpson scored another goal for Kowloon, but off-side was claimed and allowed. After the interval B Company played up, and for the next twenty minutes kept the ball confined to Kowloon ground, and had the hardest of luck in not scoring one or two goals. They went in shot after shot at long range, only to be turned aside by the goalkeeper, who played a brilliant game, and saved his side from defeat. Strange to say, the Kowloon goalkeeper was the only man who was supposed to be weak, but he was the only one who stood in the match. The goalkeeper was ably assisted by Stewart, who was the only man in the back division who played at all well, and he was much below his usual form. The half-back line was never effective in the second half, and failed to break up the splendid combination of B Company's forwards. The play in the last ten minutes of the game was more open. From a run up the right, and a centre across the goal-mouth, Simpson scored another goal, but off-side was again claimed and given. The Kowloon forwards had another run up, and Gow, getting the ball, tried a long shot, which struck the goalkeeper, and rebounded into play, where it was soon put out of danger. The whistle sounded with the ball about midfield, and the poorest display of football given by Kowloon this season ended in a victory for them by 1 goal to nil.

During the match too much going for the ball was indulged in by both teams, and the ball was many a time neglected for the rougher work, when playing the ball would have paid best, not to say anything about it from a spectator's point of view. The referees had to give a good many free-kicks against the Rifles for tripping. A team of their playing capability ought not to resort to any such tricks. They have a well-balanced team, and every man did his utmost to win. The back division kicked sure, tackled and barked up well, and the forwards ran as if they were trained to last, and dribbled and passed most effectively, but, like all the local teams, are weak at goal. The team appeared at home on the wet, heavy ground. B Company have the satisfaction of knowing that on the day's play, they should have been representing their crest, and our gallant army, in the final tie.

The Kowloon forwards were a sorry lot during the second half, and anyone who had never seen them play before would have had the impression that they could not play football, as they neither dribbled, passed nor combined. In fact, several of the players did not seem to have a gallop left in them. The Kowloon men did not take kindly to the state of the ground, but the want of condition and the good play of the Rifles were the chief causes of their poor exhibition. Now that they are in the final, I hope, every member of the Kowloon team will train for the match, and make it worthy of the occasion. Whether they meet the *Centurions* or H.K.F. Club, a grand tussle for the Cup awaits them, and unless they are fit to go a hard pace from start to finish, and give up all gallery play, they will not be the first proud winners of the Cup. Gallery play looks very nice when it comes off, but the unsatisfactory passing game pays best, and wins the match.

The post of referee is a thankless one, and I noticed the crowd on Saturday evening badly to that effect. He was prompt in his decisions and very impartial, and I am sure, filled the position well. The crowd ought to remember that hundreds lie on every side and end of the field, and nothing can escape some of their notice, when the referee can only see in one direction. He is bound to make mistakes, can never please everybody, and can only decide this point to the best of his own fair unbiased judgment.

I thank you, Mr. Spectator, for the introduction of these Notes, hope for their long continuance, and trust for a lovely day for the disposal of the Cup, which has done so much for the revival and popularity of the favourite winter pastime of the masses here and in the old countries.

It is encouraging to know that these Notes are appreciated, and I trust, Mr. Editor, you will see your way to give up your valuable space, week after week, for the benefit of the sporting community. "Spectator," I dare say, is often in the position of the poor referee at a football match; there are many who disagree with his free-pressed criticisms, but few will deny that his Notes have contributed greatly to the extraordinary interest so present displayed in the football matches.

No longer as our contributor is willing to do his labour of love, we have no intention of depriving our sporting readers of his breezy notes.—Ed. C.M.

other less illustrious and renowned players, and members are left alone to play long their days in duress, because they fail to reach a certain standard of efficiency. There may be a certain amount of truth in these assertions. I would draw the attention of the Football Club Committee to this question. In the Cup game time ask them to consider the inevitable result must follow if the present system remains in force. Practice games are a thing of the past. The eleven play every week. What benefit do the other playing members derive from the Club to which they subscribe? Apart from the effort of adopting such an exclusive system, the Club will stand in danger of becoming less representative and less flourishing.

Now, I do not agree with this course. It is not obvious that if the Football Club is to be a success, the Cup Competition that the same eleven must play week after week. Of course, other matches might be organized for the "remaining portion" of the membership, but I question if it would be good policy to allow the cup team to take part in "sideline" matches. As long as the competition is the Club cannot afford to risk anything. Your correspondent should also bear in mind that there is not a club of any standing in England or Scotland which does not count its membership by the hundreds or thousands, and there, the members are greater than in Hongkong. The V.B.C. contains a large proportion of non-playing members, the Cricket Club has a preponderant number of members who only attend the matches to sign chips at the bar, and from what I see in places which shall be named, the Chinese Club has a large circle of non-subscribing readers. These are things which "no fellow can understand," as Dundee would say, and it is most extraordinary in the case of the *China Mail*, which is cheap at any price since its humble contributors' commenced his football notes and you enlarged your publication to six pages. (There is nothing like true modesty, nowadays). However, the grievance of your correspondent will soon be remedied. As soon as the Football Club's interest in the Cup is over, there will probably be a return to the previous state of things, and the Club will be able to play ordinary matches.

If I might venture upon a word of advice to the F.C. it is this—If you have a better man for the position of inside right, play him to-morrow, and if you have a better back, play him to-morrow. If you have the worst players of the present Cup team, and cannot compel me to say so, and as no stone should be left unturned to win the Cup, these players should be willing to impute themselves for the common weal. But can the Club get better men?

The Navy, up to the present, have been most unimmaculately unfortunate this season in trying Rugby conclusions with the Football Club, but it is not their intention, even at the eleventh hour, to retire from the field defeated; and I understand, "on high authority," that a man has been sent to the Navy who will shortly take a view of wiping out all the recent disasters. The Navy are confident that they can administer a crushing defeat to the Club. The following names of past brilliant players of the game are sufficient criteria to show that the Club will have its work cut out for it. The following names of past brilliant players of the game are sufficient criteria to show that the Club will have its work cut out for it. The following names of past brilliant players of the game are sufficient criteria to show that the Club will have its work cut out for it.

It is the general opinion that the fellow congealer who parables the household of I am, and successfully dodges the boot-jack and other missiles bears a charmed life, and that elderly maiden aunts who have promised to like the impostures neither their hair nor the tongue to die; but it is my own opinion that the football player has more lives than the proverbial cat and that the "elderly maiden aunt" is simply not "it" in the football player. A few weeks ago, a Corner at Peckham held an inquest upon the body of a woman who died from a fractured vertebra, after living a day with the fractured vertebra, and determined "to go one better," the Coroner said he knew a case where a man lived for a fortnight with a broken neck. This, it appears, is not "record," however, for Mr. T. A. Ross, Town Clerk of Tebury and on old Welsh Town Clerk (Rogers), writes to the *Standard* to say:—It may prove interesting to your readers to know that I fractured my spine in the year 1892. The place where the fracture took place was just where the button of the collar or shirt touches the neck. I was pinned up to my chest. I had sensations of "pins and needles" on the tenth day after I received the injury (which was at football). I then slowly regained feeling in my limbs, and after lying on my back for ten weeks I was able to get about. Dr. R. Marston Lewis, 70, Philadelph-gardens, S.W., and Dr. Lewis, of Llandover, can vouch for the accuracy of this statement. If any of my readers can tell a bigger lie than mine speak or for ever-hold his peace!

The score in the St. Petersburg chess tournament when the last mail left England was:—  
Dr. Lasker..... 8 3 3  
Mr. Pillsbury..... 5 4 3  
Mr. Steinitz..... 5 4 3  
Mr. Tschigorin..... 3 8 1

Sir George Newnes (*Tribute*) has given a very valuable \$500, for a cable match between British-born and American-born chess-players.

The champion of the Brisbane Chess Club (Mr. A. C. Palmer) is only 17 years of age. There is one thing about chess and draughts that recommends these pastimes to "their society." But this is reckoned a defect by some people. "We don't want any more chess-players," said a restaurant proprietor in the city. "We have far too many at it. The chess-player, when he remembers it, orders a cup of coffee, straightway forgets it, pops a Pawn into it, and after it is cold, drinks it, and hours afterwards has to be reminded that he has not paid for it!"

The Oxford and Cambridge Boat Race will be rowed on Saturday, March 28, starting about 3 p.m.  
SPECTATOR.  
Owing to increase of business, W. Robinson and Co. have removed their Piano and Organ showrooms to Connaught Place—large stock—low prices.

SHOOTING MATCH.

A RECORD SCORE, WITH THE M.H. GARRIN. On China new year's day, a return match was fired on the Police Rifle Range between Police Inspectors and Sergeants and Police Constables. The conditions were—10 men a-side; 7 rounds at 200, 400 and 600 yards; Martini-Henry Regulation Cartridges and Blaisy targets. Inspector Quincey, Captain of the Officers' team, and Constable W. Macdonald the Constables' team. The weather was dull and overcast, with a steady wind blowing from the right rear. On the whole, the shooting was not exceptionally good, but Constable Macdonald, who it will be remembered, was the highest scorer in the Interport match with a score of 93, shot in grand form, making 33 at each range, and equalled his shoot with the Lee-Atford Rifle. Constable Macdonald has thus established a new record for the Martini-Henry carbine in this Colony. Sergeant Scott made 24, the highest individual score on the other side. The aggregates were—Constables, 709; Officers, 666, majority for the Constables, 43. It is only fair to state that the Officers were seriously handicapped by the absence of Sergeants McLennan, Robertson, and Warnock, three of the best shots in the force.

A tent was pitched at the 600 yards range, where an ample supply of refreshments was served out. The teams afterwards dined together, and a most enjoyable afternoon was spent.

The following are the scores:—

	200	400	500	Total
Constable Macdonald.....	33	33	33	99
" Ritchie.....	29	28	26	83
" McHardy.....	23	29	27	79
" Graham.....	22	33	24	79
" Courts.....	23	20	22	65
" Gidley.....	20	20	22	62
" Rodgers.....	26	22	15	62
" Langley.....	21	25	16	62
" Wilson.....	19	13	26	58
" Lawrie.....	20	19	19	58
Grand Total.....	709			

OFFICERS.

	200	400	500	Total
Sergeant Scott.....	24	30	30	84
Inspector Duncan.....	29	31	18	78
Sergeant Withers.....	31	24	21	76
Sergeant Holt.....	18	25	23	66
Sergeant Butler.....	25	23	17	65
Inspector Hanson.....	19	21	23	63
Inspector Quincey.....	23	22	18	63
Sergeant Withall.....	25	21	10	56
Inspector Baker.....	15	16	14	44
Grand Total.....	666			

REUTERS' TELEGRAMS.

(SUPPLIED TO THE "CHINA MAIL")  
LONDON, Feb. 11, 1895.  
THE QUEEN'S SPEECH ANNOUNCED THAT the principal object of the Anglo-French Treaty between Siam was to make more secure the establishment of the independence of the Kingdom of Siam; and that the United States Government had expressed a wish to co-operate in terminating the differences between Great Britain and Venezuela. It referred to Armenia, the Transvaal and Chitral, and to the extension and improvement of the naval defences was the most important subject to which the efforts of Parliament can be directed.  
The House of Lords would send the address.

Lord Salisbury defended the Siam treaty, which he said removed the possible danger of a French occupation. He believed that an arrangement would be found to remove all chances of a conflict between Great Britain and Venezuela. In regard to Armenia, he said that it was useless to threaten warlike measures which it was impossible to enforce.

LONDON, Feb. 12, 1895.  
THE TRANSVAAL.  
The Transvaal Government has telegraphed orders for two more batteries of big guns to French and German firms.

THE VENEZUELA QUESTION AND THE UNITED STATES.  
Lord Salisbury in a despatch to Mr. Bayard promises to place all documents relating to Venezuela at President Cleveland's disposal.

(From *Tonkin Exchange*).  
THE VANISHING ACT.  
M. de Saint Martin, who is implicated in the opium farm affair, has disappeared.

A COLONIAL ARMY FOR FRANCE.  
M. Cavaignac, Minister of War, will give evidence before the Committee of the Chamber on Saturday on the proposal for the creation of a colonial army.

(Special to the N. O. Daily News).  
SUCCESS OF MR. HOSIE'S MISSION.  
Mr. Hosie has returned from Krim to Newchwang, having been successful in his mission. He has secured land for Dr. Greig, and the due issue of the Imperial proclamation in favour of Christianity, which the success of Mr. Hosie (who was best known for selling land to Dr. Greig) is to be published.

SETTLEMENT OF THE BRITISH CLAIMS IN OHANGTU.  
The native papers report that the negotiations in connection with the settlement of the claims for the destruction of property belonging to British subjects in Ohangtu have been brought to a satisfactory termination, the Total Ohang having undertaken to pay Tls. 70,000 by the 10th of the ensuing month.—*China Gazette*.

Pianofortes tuned—Singly or by yearly contract—High class work—W. Robinson and Co.

SUPREME COURT.

IN ORIGINAL JURISDICTION.  
(Before His Hon. W. M. Goodman, Acting Chief Justice.)  
Wednesday, February 12.

IN THE MATTER OF THE HONGKONG AND MACAO STEAMSHIP CO., LIMITED AND REDUCED, AND IN THE MATTER OF THE COMPANIES' ORDINANCES, 1877 TO 1886.  
The Hongkong, Canton, and Macao Steamship Company, Limited and Reduced, petitioned for sanction to reduce its capital. Mr. J. J. Francis, Q.C. (instructed by Mr. Ellis, of Mr. V. H. Deacon's office), appeared for the Company.

His Lordship said the chief matter to be attended to was to see if Rules 90 and 91 had been complied with.

Mr. Francis explained that there were only three claimants certified by the Registrar as unpaid. Since the affidavit was sworn to, the claim of Chai Sui Ling for \$500 had been paid.

Mr. Arnold was called and said the sum of \$180 dollars due Katt Gen had been remitted to London, and the whole claim of \$1,800 was due E. Solomon, whose whereabouts he did not know.

In connection with Rule 91 there being no creditors, and no further liability in connection with the shares, His Lordship did not see the object of keeping the words "and reduced" in the title. He therefore made an order confirming the reduction of the capital and directed that an advertisement of the order and of the fact of its insertion in the *Government Gazette*, and in each of the three daily papers, the continuance of the words "and reduced" in the title of the Company to be entirely dispensed with.

CORRESPONDENCE.

THE CHINESE SERVANT QUESTION.  
To the Editor of the "CHINA MAIL."  
Hongkong, Feb. 12, 1895.

Sir,—It seems to me that "A Considerate Master" entirely buries the main question raised by "C.O.Q.'s" letter in your issue of 11th inst.

The position is that there is no offence in the criminal calendar short of those punishable by death, or, perhaps, penal servitude for life, which practically disqualifies a Chinaman from acting as a domestic servant in a European family.

Recognising this point, I cordially endorse "C.O.Q.'s" complaint.—Yours, A. N. OTHER.

To the Editor of the "CHINA MAIL."  
Hongkong, 13th February, 1895.

Sir,—I feel somewhat warmly on the subject, perhaps you will kindly find room for a further communication on the question of Chinese Servants.

I have to express my thanks to you for your statement of my general views. That our present Captain Superintendent of Police has previously raised the questions on our Legislature is news to me, and would be very welcome news but that the fact of his suggestions remaining still unheeded argues an amount of apathy on the part of the Council and the Executive Council that is not to be wondered at.

I observe in the reproduction of your article of 19th March, 1895, that Mr. F. H. May complains of the "apathy" shown by Domestic Servants on the residents. I feel strongly on the subject, but even I might think it too much trouble to spread ten minutes in registering a servant before engaging him. What need for it? Let it be an offence at law to practice as a Domestic Servant without a License and the exhibition of the License on applying for a situation would become as stereotyped a formal as the certificate of a person on the part of an employer.

Unfortunately there seems to be no Unofficial Member of the Legislative Council allotted to the general public, but as this matter pertains to a great extent of a quasi-judicial character, the representative of the Justices of the Peace stands confessed as the suitable person to be placed in the Legislative Chamber, and I appeal to him, Sir, through you, to show himself worthy of the confidence placed in him.

A GREAT RAILROAD DEAL.

THE Peking AND HANKOW RAILROAD. His Excellency Han Yin-t'ang, a Tao-tai of Kiangtung (head of the department of the Peking Granaries), the party appointed by their Imperial Highnesses Prince Kung and Ching on the 3rd day of the 11th moon to secure subscriptions and organize the railway between Peking and Hankow, left Shanghai yesterday for Canton, having in the short space of ten days secured from a strong American and English syndicate of railway contractors the whole amount that can be taken by foreigners viz.:—Ten Million Taels, and he is now proceeding to secure from Chinese capitalists the remainder of the capital required. Under the preliminary contract entered into with the contracting Syndicate the road is to be built on the 4 feet 8 1/2 inch gauge, first-class in every respect, and to cost less than forty thousand taels per mile. The contractor leaves on the *Yokohama Maru* to-morrow, intending to reach Canton on the 18th inst. Now that the preliminary step has been taken in good earnest it is to be hoped that it will be the forerunner of a brilliant future for China.—*China Gazette*.

[We are informed that the scheme has not yet reached the stage indicated by our contemporary. Han has been granted some degree of Imperial authority to raise money and form a Company to construct and manage the new railroad, which is far more comprehensive than appears to be generally known in the north. It is hoped that sufficient capital will be raised in Hongkong and Canton, principally amongst the Chinese, to enable Han to approach the Privy Council (or whatever there is at Peking equivalent thereto) and receive authority for the formation of the Company according to Peking ideas and an Imperial decree to proceed with its work. But the whole affair is still in its initial stages, and with Chinese that means a great deal. We hope, however, that the scheme now being promoted will be pushed to a satisfactory issue, for if Imperial sanction can only be obtained for the commencement of railway construction it will mean the dawn of a new era in the history of China, and by the opening up and development of the country foreign traders will receive incalculable benefit.—Ed. C.M.]

THREATENED RISING AT CANTON.  
Shanghai, Feb. 10.  
It has been recently announced that there is to be a more serious rising at Canton after the holidays, and we would warn the authorities that the plans of the Revolutionaries include attacks on foreign property by means of incendiary fires at other parts in the north as well as in the south of China, whereby the attention of the Chinese government may be distracted, and a clearer field may be left for the operation of the conspirators in Kiangtung. The news of this has caused a very great deal of uneasiness, but it should not be treated with contempt, and our authorities native and foreign will do well to be vigilant. The plot is a Cantonese one, and as it is the Chinese government at which the attack is aimed, it is not intended to employ vicious means, less injury should be done to the persons of foreigners.—*N. O. Daily News*.

RAILWAYS IN CHINA.  
A TREASONOUS CLAIM BY THE FRENCH MINISTER.  
Peking, Jan. 24.  
We chronicle in a former communication the Imperial Edict sanctioning the construction of the Tientsin-Lukow railway. Memorials have ever since kept coming in, and a claim has been made by the French minister that the railway, as they think, is a violation of the territorial integrity of France, and is strongly opposed to those who are to be immediately benefited. It is reported that an Imperial Edict has already been issued disallowing the construction of the line, but that there is so far no real indication. The memorials are of different kinds. The Chinese are stated to have refused to pay for the land for the railway, and to have refused to pay for the land for the railway, and to have refused to pay for the land for the railway.

CHINESE LOAN NEGOTIATIONS.  
Peking, Jan. 24.  
The negotiations for the loan of the additional hundred millions of taels of the French loan are still proceeding. The Chinese Government have had offers of gold and silver loans from nearly all nationalities. The Chinese wish to accept the lowest offer and they at the same time want to be convinced of the ability of the lenders to implement their engagements. Up till now the Chinese were firmly bent upon contracting only silver loans. The state of the market and the higher rate of interest charged have opened their eyes to the advantages of a gold loan. There has for some years past been a strong opposition to negotiating on the gold pound—gold francs, marks, dollars or any other title, but not money. They now find that whatever they adopt must in the long run come to the London market and be calculated in pounds sterling. Their opposition therefore to the British currency has now entirely disappeared. They have had tempting offers of silver on a silver basis from the United States, the interest calculated at 5 per cent and the price at 11 1/2. They were advised to accept this offer at once. In the meantime a certain Jewish financier has appeared on the scene, has rented a house, and has at once begun the attack, and boasts of showing how things can be done. He offers to negotiate the loan at the appreciably low figure of 4 per cent in the end, and is likely to be accepted. The standing of the Bank in the East is known, and it has secured a syndicate, it is believed, in London to take it up. The Chinese Government would like better terms, but with the 6 per cent gold loan of the Chartered Bank standing in the market at 108 and the 7 per cent silver loan of the Hongkong Bank standing at 117, the price demanded by the latter Bank for the new loan does not seem unreasonable. The price will bring up the new loan to a fraction under 8 per cent at which it can be floated by manipulating the Chartered loan and raising it still further in the market. On the 17th, it was announced that the Chinese Government had made up its mind to accept the Hongkong Bank loan and the affair was considered practically settled. That it will come to this eventually there does not seem the least shadow of doubt, but at present the question is still open; better offers are in the market and the Chinese are determined to take the lowest offer.

After the loan is not yet fixed although not far from it. The negotiators, it is understood, have lessened the discount, somewhat the price will therefore be somewhat slightly in advance of the figure given above, say 80. By a wire from London of the 22nd we learn that the 6 per cent loan was standing at 108, which would make the price of the proposed 6 per cent loan 80, and the silver loan at the same rate of interest 78. At such figures the transaction is not likely to be a profitable investment for the Chinese or syndicates concerned. The Chinese feel more security in negotiating through the German and British Legations as it provides a sort of guarantee. The loan will be settled within the next few days.

THE TIENTSIN RAILROAD. The *Mercury* writes on the 24th Jan.:—There is very little news to report from Peking. The contract for building iron-railways, culverts and telegraph-works has been placed in the hands of the contractor. The contract is to be carried out by the 10th of the month. The contractor is to be carried out by the 10th of the month. The contractor is to be carried out by the 10th of the month.

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THE OPENING OF THE WEST RIVER.

ANOTHER BRITISH ULTIMATUM.  
Peking, January 24.

Another ultimatum was presented on the 17th to the Tientsin Treaty, by the British Charge d'Affaires demanding the opening of the West River. The Chinese Ministers have, among themselves, resolved upon this step in the interests of their own revenue, and very little pressure is needed to influence them to adopt this action. They say that unless this is done, the trade of Shanghai, Eastern Yunnan and Western Kiangtung will in a few years flow southwards through Tongking and the duties thereupon will be completely lost to them. An answer was to be given by midday on Sunday, the 19th. The Chinese government like other governments wants some quid pro quo and as they have made it a condition of opening the river to foreign trade that Great Britain do not take back the territory ceded to her by the Burmah Convention, it should here be said that Great Britain, with the view of punishing China for breaking the treaty in relation to the opening of the river, demands the opening of the West River and the retrocession of the Burmah Shan territory handed over by treaty to China. The conditions have been wired to Lord Salisbury and an answer is daily expected. It is not likely that Lord Salisbury will agree to it; China will therefore lose the newly acquired territory and have to open the river. There are some among the higher Chinese officials who think the British action very cowardly and flabby. The British Conservative government has given in, as we know by telegram, to France, and handed over not only the territory of the West River, but the district south of this lying east of the same river, which were to form the British contribution to the proposed railway in relation to the opening of the river. The British government has given in, as we know by telegram, to France, and handed over not only the territory of the West River, but the district south of this lying east of the same river, which were to form the British contribution to the proposed railway in relation to the opening of the river. The British government has given in, as we know by telegram, to France, and handed over not only the territory of the West River, but the district south of this lying east of the same river, which were to form the British contribution to the proposed railway in relation to the opening of the river.

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Hongkong, April 13, 1895.

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securely packed) or parcels easily crushed,  
such as band-boxes, are prohibited. No Par-  
cel can be received if its value exceeds \$500.  
A Parcel may contain a letter to the same  
address as that of the Parcel itself, or no  
other enclosure is allowed. No other en-  
closures are allowed.

With regard to inward Parcels, addressees  
are requested to observe that the Parcel  
Mail is not opened until the ordinary dis-  
tribution of letters, &c., is finished. The  
postage on Parcels at home is 10d. per lb.,  
the Regulations are generally similar to the  
above, and the Parcels are sent out via  
Gibraltar.

Indemnity for the Loss of a Registered Article.  
The Post Office is not responsible for the  
loss of a Registered Article, but it is pre-  
pared to make good the contents of such  
correspondence, but while

## passing through the Post, to the extent of

\$10, in certain cases, provided:—  
1. That the sender fully observed all the  
conditions of Registration required.  
2. That the letter was securely enclosed  
in a reasonably strong envelope.

3. That application was made to the  
Postmaster General of Hongkong immedi-  
ately the loss was discovered, and within a  
year at the latest from the date of Posting.

4. That the Postmaster General is satis-  
fied that the loss occurred whilst the cor-  
respondence was in the custody of the British  
Postal Administration in China, that it was  
not caused by any fault on the part of the  
sender, by destruction by fire, or shipwreck,  
nor by the dishonesty or negligence of any  
person not in the employment of the  
Hongkong Post Office.

5. No compensation can be paid for more  
damages to fragile articles such as portraits,  
vases, hand-painted bound books, &c.,  
which reach their destination, although in a  
broken or deteriorated condition. Nor on  
account of alleged losses of the Contents of  
Registered covers which have reached their  
destinations. Nor on account of any article  
for which the addressee has signed a receipt.

Missing or Delayed Correspondence.  
When correspondence has been missing or  
delayed (both of which are liable to  
happen occasionally) all that the addressee  
need do is to note on the cover, Sent to  
—, or Received at 7 p.m., or as the case  
may be, and forward it, without any  
other writing whatever, to the Postmaster  
General. The cover should be taken the first  
time cause of complaint occurs; it is a  
mistake to let such matters pass for fear of  
giving trouble, a course which generally  
gives more trouble in the end.

1. Circulars, Dividend Warrants, In-  
vitations, Cards, Patterns, Bills, Almanacs,  
&c., for addresses in Hongkong or the Ports  
of China, in batches of not less than ten of  
uniform size and weight may be sent to  
the Post Office unstamped, the postage at  
the rate of one cent each, being paid in  
cash or charged to the sender's account.  
Special accounts may be opened with non-  
boxholders for the delivery of considerable  
numbers of such articles.

2. Such covers, when addressed to places  
other than Hongkong or China, must be  
prepaid two cents each in stamps as hereto-  
fore.

3. Circulars, &c., must not exceed 2  
ounces each in weight. Patterns, Almanacs,  
&c., must be under 4 ounces each in weight.  
Heavier articles will be charged ordinary  
rates.

4. Envelopes containing Patterns, &c.,  
may be wholly closed if the nature of the  
contents be first exhibited or stated to the  
Postmaster General, as he may consider nec-  
essary, and approved by him. Printed cir-  
culars may be enclosed in pattern packets.

5. Addresses must be complete. That  
is to say, on such covers as are not ad-  
dressed to heads of houses the addressee's  
name and address must be added. Incom-  
pletely addressed covers will  
be returned to the sender for address.

Money Orders.  
[Office Hours (Sundays and holidays ex-  
cepted) 10 to 4, Saturdays 10 to 1, but the office  
is open from 10 to 5 on the working day next  
before any mail for Europe, which leaves at  
noon.]  
[Money orders cannot be issued or cashed on  
Mondays, when closing mails for Europe,  
until noon.]

1. Money Orders are issued at Hongkong  
and Shanghai at current rates of exchange on  
the following Countries and places:—  
Canada.  
China Ports (Hankow, Canton, Swatow, Amoy,  
Fuchow, Ningpo, Hankow, and Shanghai).  
Ceylon.  
Hawaii (Sandwich Islands).  
British India (including Burma and the Agave-  
ries of the Indian Post Office in the Persian  
Gulf).  
Japan Ports (Nagasaki, Osaka, Kobe, Yokohama, and Hakodate).  
New South Wales.  
New Zealand.  
British North Borneo.  
Queensland.  
Siam (Siam only).  
South Australia.  
Straits Settlements (Singapore, Penang and  
Malacca).  
Tasmania.  
United Kingdom.  
Victoria.  
United States of America.

Drawn through London Office.  
Foreign Countries:—  
Austria-Hungary.  
Belgium.  
Bulgaria.  
Chile.  
Denmark (including Iceland and Faroe Islands).  
Greece.  
Egypt.  
France, with Algeria.  
German Empire (including Heligoland and the  
Cape Verde).  
Holland.  
Italy (with Agencies at Tripoli, Assab and  
Massawa).  
Norway.  
Portugal (including Madeira and the Azores).  
Rumania.  
Sweden.  
Switzerland.  
Transvaal.  
Tunis.

Foreign Cities and Towns:—  
Constantinople.  
Smyrna.  
Adrianople.  
Beyrout.  
Ankara.  
Balatona.  
Barbadoes.  
Bermuda.  
British Guiana.  
British Honduras.  
Cape Colony.  
Gambia.  
Gold Coast Colony.  
Jamaica.  
Lagos.  
Mauritius.  
Natal.  
St. Helena.  
St. Kitts.  
St. Lucia.  
St. Vincent.  
Seychelles.  
Sierra Leone.  
Tobago.  
Trinidad.  
Zanzibar.

2. Orders on the Countries drawn through  
the London Post Office are paid less the fol-  
lowing discount for which the remitter should allow:  
All such Orders must be expressed in British  
currency:—  
For sums not exceeding £2, 2s. 6d.  
Exceeding £2 but not exceeding £5, 5s.  
Exceeding £5 but not exceeding £10, 10s.  
Exceeding £10 but not exceeding £20, 15s.  
Exceeding £20 but not exceeding £50, 20s.  
Exceeding £50 but not exceeding £100, 25s.  
Exceeding £100 but not exceeding £200, 30s.  
Exceeding £200 but not exceeding £500, 35s.  
Exceeding £500 but not exceeding £1000, 40s.  
Exceeding £1000 but not exceeding £2000, 45s.  
Exceeding £2000 but not exceeding £5000, 50s.  
Exceeding £5000 but not exceeding £10000, 55s.  
Exceeding £10000 but not exceeding £20000, 60s.  
Exceeding £20000 but not exceeding £50000, 65s.  
Exceeding £50000 but not exceeding £100000, 70s.  
Exceeding £100000 but not exceeding £200000, 75s.  
Exceeding £200000 but not exceeding £500000, 80s.  
Exceeding £500000 but not exceeding £1000000, 85s.  
Exceeding £1000000 but not exceeding £2000000, 90s.  
Exceeding £2000000 but not exceeding £5000000, 95s.  
Exceeding £5000000 but not exceeding £10000000, 100s.

3. The commission charged is as follows:  
According to the currency the Order is drawn  
in:—  
(a) For sums not exceeding £1, 12s. 6d.  
£2, 24s. 6d.; £3, 36s. 6d.; £4, 48s. 6d.; £5, 60s. 6d.;  
£6, 72s. 6d.; £7, 84s. 6d.; £8, 96s. 6d.; £9, 108s. 6d.;  
£10, 120s. 6d.; £11, 132s. 6d.; £12, 144s. 6d.; £13, 156s. 6d.;  
£14, 168s. 6d.; £15, 180s. 6d.; £16, 192s. 6d.; £17, 204s. 6d.;  
£18, 216s. 6d.; £19, 228s. 6d.; £20, 240s. 6d.; £21, 252s. 6d.;  
£22, 264s. 6d.; £23, 276s. 6d.; £24, 288s. 6d.; £25, 300s. 6d.;  
£26, 312s. 6d.; £27, 324s. 6d.; £28, 336s. 6d.; £29, 348s. 6d.;  
£30, 360s. 6d.; £31, 372s. 6d.; £32, 384s. 6d.; £33, 396s. 6d.;  
£34, 408s. 6d.; £35, 420s. 6d.; £36, 432s. 6d.; £37, 444s. 6d.;  
£38, 456s. 6d.; £39, 468s. 6d.; £40, 480s. 6d.; £41, 492s. 6d.;  
£42, 504s. 6d.; £43, 516s. 6d.; £44, 528s. 6d.; £45, 540s. 6d.;  
£46, 552s. 6d.; £47, 564s. 6d.; £48, 576s. 6d.; £49, 588s. 6d.;  
£50, 600s. 6d.; £51, 612s. 6d.; £52, 624s. 6d.; £53, 636s. 6d.;  
£54, 648s. 6d.; £55, 660s. 6d.; £56, 672s. 6d.; £57, 684s. 6d.;  
£58, 696s. 6d.; £59, 708s. 6d.; £60, 720s. 6d.; £61, 732s. 6d.;  
£62, 744s. 6d.; £63, 756s. 6d.; £64, 768s. 6d.; £65, 780s. 6d.;  
£66, 792s. 6d.; £67, 804s. 6d.; £68, 816s. 6d.; £69, 828s. 6d.;  
£70, 840s. 6d.; £71, 852s. 6d.; £72, 864s. 6d.; £73, 876s. 6d.;  
£74, 888s. 6d.; £75, 900s. 6d.; £76, 912s. 6d.; £77, 924s. 6d.;  
£78, 936s. 6d.; £79, 948s. 6d.; £80, 960s. 6d.; £81, 972s. 6d.;  
£82, 984s. 6d.; £83, 996s. 6d.; £84, 1008s. 6d.; £85, 1020s. 6d.;  
£86, 1032s. 6d.; £87, 1044s. 6d.; £88, 1056s. 6d.; £89, 1068s. 6d.;  
£90, 1080s. 6d.; £91, 1092s. 6d.; £92, 1104s. 6d.; £93, 1116s. 6d.;  
£94, 1128s. 6d.; £95, 1140s. 6d.; £96, 1152s. 6d.; £97, 1164s. 6d.;  
£98, 1176s. 6d.; £99, 1188s. 6d.; £100, 1200s. 6d.; £101, 1212s. 6d.;  
£102, 1224s. 6d.; £103, 1236s. 6d.; £104, 1248s. 6d.; £105, 1260s. 6d.;  
£106, 1272s. 6d.; £107, 1284s. 6d.; £108, 1296s. 6d.; £109, 1308s. 6d.;  
£110, 1320s. 6d.; £111, 1332s. 6d.; £112, 1344s. 6d.; £113, 1356s. 6d.;  
£114, 1368s. 6d.; £115, 1380s. 6d.; £116, 1392s. 6d.; £117, 1404s. 6d.;  
£118, 1416s. 6d.; £119, 1428s. 6d.; £120, 1440s. 6d.; £121, 1452s. 6d.;  
£122, 1464s. 6d.; £123, 1476s. 6d.; £124, 1488s. 6d.; £125, 1500s. 6d.;  
£126, 1512s. 6d.; £127, 1524s. 6d.; £128, 1536s. 6d.; £129, 1548s. 6d.;  
£130, 1560s. 6d.; £131, 1572s. 6d.; £132, 1584s. 6d.; £133, 1596s. 6d.;  
£134, 1608s. 6d.; £135, 1620s. 6d.; £136, 1632s. 6d.; £137, 1644s. 6d.;  
£138, 1656s. 6d.; £139, 1668s. 6d.; £140, 1680s. 6d.; £141, 1692s. 6d.;  
£142, 1704s. 6d.; £143, 1716s. 6d.; £144, 1728s. 6d.; £145, 1740s. 6d.;  
£146, 1752s. 6d.; £147, 1764s. 6d.; £148, 1776s. 6d.; £149, 1788s. 6d.;  
£150, 1800s. 6d.; £151, 1812s. 6d.; £152, 1824s. 6d.; £153, 1836s. 6d.;  
£154, 1848s. 6d.; £155, 1860s. 6d.; £156, 1872s. 6d.; £157, 1884s. 6d.;  
£158, 1896s. 6d.; £159, 1908s. 6d.; £160, 1920s. 6d.; £161, 1932s. 6d.;  
£162, 1944s. 6d.; £163, 1956s. 6d.; £164, 1968s. 6d.; £165, 1980s. 6d.;  
£166, 1992s. 6d.; £167, 2004s. 6d.; £168, 2016s. 6d.; £169, 2028s. 6d.;  
£170, 2040s. 6d.; £171, 2052s. 6d.; £172, 2064s. 6d.; £173, 2076s. 6d.;  
£174, 2088s. 6d.; £175, 2100s. 6d.; £176, 2112s. 6d.; £177, 2124s. 6d.;  
£178, 2136s. 6d.; £179, 2148s. 6d.; £180, 2160s. 6d.; £181, 2172s. 6d.;  
£182, 2184s. 6d.; £183, 2196s. 6d.; £184, 2208s. 6d.; £185, 2220s. 6d.;  
£186, 2232s. 6d.; £187, 2244s. 6d.; £188, 2256s. 6d.; £189, 2268s. 6d.;  
£190, 2280s. 6d.; £191, 2292s. 6d.; £192, 2304s. 6d.; £193, 2316s. 6d.;  
£194, 2328s. 6d.; £195, 2340s. 6d.; £196, 2352s. 6d.; £197, 2364s. 6d.;  
£198, 2376s. 6d.; £199, 2388s. 6d.; £200, 2400s. 6d.; £201, 2412s. 6d.;  
£202, 2424s. 6d.; £203, 2436s. 6d.; £204, 2448s. 6d.; £205, 2460s. 6d.;  
£206, 2472s. 6d.; £207, 2484s. 6d.; £208, 2496s. 6d.; £209, 2508s. 6d.;  
£210, 2520s. 6d.; £211, 2532s. 6d.; £212, 2544s. 6d.; £213, 2556s. 6d.;  
£214, 2568s. 6d.; £215, 2580s. 6d.; £216, 2592s. 6d.; £217, 2604s. 6d.;  
£218, 2616s. 6d.; £219, 2628s. 6d.; £220, 2640s. 6d.; £221, 2652s. 6d.;  
£222, 2664s. 6d.; £223, 2676s. 6d.; £224, 2688s. 6d.; £225, 2700s. 6d.;  
£226, 2712s. 6d.; £227, 2724s. 6d.; £228, 2736s. 6d.; £229, 2748s. 6d.;  
£230, 2760s. 6d.; £231, 2772s. 6d.; £232, 2784s. 6d.; £233, 2796s. 6d.;  
£234, 2808s. 6d.; £235, 2820s. 6d.; £236, 2832s. 6d.; £237, 2844s. 6d.;  
£238, 2856s. 6d.; £239, 2868s. 6d.; £240, 2880s. 6d.; £241, 2892s. 6d.;  
£242, 2904s. 6d.; £243, 2916s. 6d.; £244, 2928s. 6d.; £245, 2940s. 6d.;  
£246, 2952s. 6d.; £247, 2964s. 6d.; £248, 2976s. 6d.; £249, 2988s. 6d.;  
£250, 3000s. 6d.; £251, 3012s. 6d.; £252, 3024s. 6d.; £253, 3036s. 6d.;  
£254, 3048s. 6d.; £255, 3060s. 6d.; £256, 3072s. 6d.; £257, 3084s. 6d.;  
£258, 3096s. 6d.; £259, 3108s. 6d.; £260, 3120s. 6d.; £261, 3132s. 6d.;  
£262, 3144s. 6d.; £263, 3156s. 6d.; £264, 3168s. 6d.; £265, 3180s. 6d.;  
£266, 3192s. 6d.; £267, 3204s. 6d.; £268, 3216s. 6d.; £269, 3228s. 6d.;  
£270, 3240s. 6d.; £271, 3252s. 6d.; £272, 3264s. 6d.; £273, 3276s. 6d.;  
£274, 3288s. 6d.; £275, 3300s. 6d.; £276, 3312s. 6d.; £277, 3324s. 6d.;  
£278, 3336s. 6d.; £279, 3348s. 6d.; £280, 3360s. 6d.; £281, 3372s. 6d.;  
£282, 3384s. 6d.; £283, 3396s. 6d.; £284, 3408s. 6d.; £285, 3420s. 6d.;  
£286, 3432s. 6d.; £287, 3444s. 6d.; £288, 3456s. 6d.; £289, 3468s. 6d.;  
£290, 3480s. 6d.; £291, 3492s. 6d.; £292, 3504s. 6d.; £293, 3516s. 6d.;  
£294, 3528s. 6d.; £295, 3540s. 6d.; £296, 3552s. 6d.; £297, 3564s. 6d.;  
£298, 3576s. 6d.; £299, 3588s. 6d.; £300, 3600s. 6d.; £301, 3612s. 6d.;  
£302, 3624s. 6d.; £303, 3